

PART 1.2 – PRELIMINARIES

MAA SI Convening Order



30 Apr 14

SI President
SI Members

Hd MilAAIB
MAA-Legad 1

Copy to:
MA/CGS
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MA/CoM (Air)
MA/MAB
Comd JHC
Stn Cdr Odiham

MAA DG/SI/01/14 – CONVENING ORDER FOR SERVICE INQUIRY INTO AIRCRAFT OCCURRENCE INVOLVING LYNX MK9 ZF540 ON 26 APR 14 AT 0620Z

1.2.1 A Service Inquiry (SI) is to be held under Section 343 of Armed Forces Act 2006 and in accordance with JSP 832 – Guide To Service Inquiries (Issue 1.0 Oct 08).

1.2.2 The purpose of this SI is to investigate the circumstances surrounding the subject aviation occurrence and to make recommendations in order to prevent recurrence.

1.2.3 The SI Panel is to assemble at the Passenger Terminal at RAF Brize Norton on 29 Apr 14 prior to deploying to theatre; the latest check in time is 0600(L). On arrival at Kandahar the panel will be formally convened via VTC with DG MAA on Wed 30 Apr at 1000Z.

1.2.4 The SI Panel comprises:

President:

Members:

Air Member:

Eng Member:

1.2.5 The legal advisor to the SI is [REDACTED] (MAA-Legad1) and technical investigation/Inquiry assistance is to be provided by the Military Air Accident Investigation Branch (MilAAIB).

1.2.6 The SI is to investigate and report on the facts relating to the matters specified in its Terms of Reference (TOR) and otherwise to comply with those TOR (at Annex). It is to record all evidence and express opinions as directed in the TOR.

1.2.7 Attendance at the SI by advisors/observers is limited to the following:

Hd MilAAIB / DepHd MilAAIB– Unrestricted attendance.

MilAAIB investigators in their capacity as advisors to the SI Panel – Unrestricted attendance².

² On a case by case basis as authorised by Hd MilAAIB.

██████████ and ██████████, RAFCAM HF Aviation Psychologists – Unrestricted attendance.

██████████ (MAA Legad) - Unrestricted attendance.

1.2.8 On return from theatre the Panel will initially work from the MilAAIB's Farnborough or Boscombe Down facilities; equipment and assistance suitable for the nature and duration of the SI will be requested by the SI President in due course.

1.2.9 Reasonable costs will be borne by DG MAA under UIN D0456A.

Original Signed

R F Garwood
AM
DG MAA – Convening Authority

Annex:

A. Terms of Reference for SI into Aviation Occurrence Involving Lynx Mk9 ZF540 on 26 Apr 14 in Kandahar Province, Afghanistan.

**TERMS OF REFERENCE FOR SI INTO AVIATION OCCURRENCE INVOLVING LYNX MK 9
ZF540 ON 26 APR 14 AT 0620Z IN KANDAHAR PROVINCE, AFGHANISTAN.**

1. As the nominated Inquiry Panel for the subject SI, you are to:
 - a. *Investigate and, if possible, determine the cause of the occurrence, together with any contributory, aggravating and other factors and observations.*
 - b. *Ascertain whether Service personnel involved were acting in the course of their duties.*
 - c. *Examine what policies, orders and instructions were applicable and whether they were complied with.*
 - d. *Determine the state of serviceability of the aircraft and relevant equipment.*
 - e. *Establish the level of training, relevant competencies, qualifications and currency of the individuals involved in the accident.*
 - f. *Review the levels of authority and supervision covering the task during which the incident occurred.*
 - g. *Identify if the levels of planning and preparation were commensurate with the activities' objectives.*
 - h. *Investigate and comment on relevant fatigue implications of individuals' activities prior to the matter under investigation.*
 - i. *Determine any relevant equipment deficiencies.*
 - j. *Confirm that the Aircraft Post-occurrence Management procedures were carried out correctly and that they were adequate.*
 - k. *Determine and comment on any broader organizational and/or resource factors.*
 - l. *Assess whether the security of personnel, equipment or information was compromised and if so to what degree.*
 - m. *Ascertain value of loss/damage to the Service and/or extent (and, if readily available, the value) of loss/damage to civilian property.*
 - n. *Assess any Health and Safety at Work and Environmental Protection implications in line with JSP 375 and JSP 418.*
 - o. *Report and make appropriate recommendations to DG MAA.*
 - p. *Produce an Aircraft Accident Summary, to be completed within 2 wks of DG MAA signing off the SI.*
2. You are to ensure that any material provided to the Inquiry by the United States, or any other foreign state, is properly identified as such, and is marked and handled in accordance with MOD

security guidance. This material continues to belong to those nations throughout the SI process. Before the SI report is released to a third party, authorization should be sought from the relevant authorities in those nations to release, whether in full or redacted form, any of their material included in the SI report, or amongst the documents supporting it². You are not to make a judgement on the origin of any classified material³. In addition, the relevant PDR directorate should be informed early when dealing with the US or other foreign state material, and should be engaged in the process where doubt exists.

3. During the course of your investigations, should you identify a potential conflict of interest between the CA and the Inquiry, you are to pause work and take advice from your MAA Legal Advisor, Hd MilAAIB and DG MAA. Following that advice it may be necessary to reconvene reporting directly to MOD PUS.

² For intellectual intelligence material this should be done through DIS (DICSD-SEC).

³ If you are unable to positively identify the origin of the material, you must contact INFO-ACCESS DPAD or, for intelligence material, DIS (DI CSD-SEC).

Annex B to
Lynx AH Mk 9A ZF540
Convening Order
Dated 30 Apr 14

LIST OF ABBREVIATIONS USED IN TEXT

AAIB	Air Accidents Investigation Branch
AAC	Army Air Corps
Ac Comd	Aircraft Commander
Ac	Aircraft
ACLP	Armoured Capable Life Preservers
ACMI	Aviation Crewman Instructor
Acmn	Aircrewman
AEA	Aircrew Equipment Assemblies
AEO	Air Engineering Officer
AFCS	Automatic Flight Control System
AGL	Above Ground Level
AH	Army Helicopter
Air Det	Air Detachment
Air Det Cdr	Air Detachment Commander
Air Ops	Air Operations
AMC	Aviation Mission Command
AOB	Angle of Bank
APC	Army Personnel Centre
ATC	Air Traffic Control
AVM	Anti Vibration Mounts
AW	AgustaWestland
BarAlt	Barometric Altitude
BLOS	Beyond Line of Sight
BMQ	Basic Mission Qualification
BOC	Base Operations Centre
BP	Ballistic Protection
CAE	Chief Air Engineer
CO	Commanding Officer
Comd ARF	Commander Aviation Reconnaissance Force
CDP	Crew Duty Period
CEP	Communication Ear Plugs
CFIT	Controlled Flight Into Terrain
CGS	Chief of the General Staff
CJO	Commander Joint Operations
COMJAG	Commander Joint Air Group
CG	Centre of Gravity
CMRB	Composite Main Rotor Blade
CRP	Crew Rest Period
CR	Combat Ready
CSW	Crew Served Weapon
CTAF	Collation Traffic Frequency
CTRF	Continuation Training Record Folder
CWS	Central Warning System
CVR	Cockpit Voice Recorder
DASOR	Defence Aviation Safety Occurrence Report

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DDH	Delivery Duty Holder
Det	Detachment
EAW	Expeditionary Air Wing
ECG	Electrocardiography
EECU	Engine Electronic Control Unit
EQ	Environmental Qualification
ET	Environmental Training
FMQ	Fully Mission Qualified
FDR	Flight Data Recorder
FOB	Flying Order Book
FOBN	Flight Operations Briefing Note
FOD	Foreign Object Debris
FOV	Field of Vision
FDR	Flight Data Recorder
FFP	Fit For Purpose
FRC	Flight Reference Cards
FRF	Flying Record Folder
FRMTP	Fire Retardant Multi-Terrain Pattern
FS	Flight Safety
Ft	Feet (Height)
FW	Fixed Wing
'G' force	gravitational force
GEF	Ground Engineering Flight
GOLDesp	Electronic work recording database for all maintenance activities
GPMG	General Purpose Machine Gun
Helo	Helicopter
HF	Human Factors
HHFE	Hand Held Fire Extinguisher
HK	Heckler & Koch
HP	Handling Pilot
Hrs	Hours
HUD	Head Up Display
IF	Instrument Flying
IGB	Intermediate Gearbox
IMC	Instrument Meteorological Conditions
IO	Intelligence Officer
IQAA	Internal Quality Assurance Audit
IR	Infra Red
IRT	Instrument Rated Test
ISAF	International Security Assistance Force
ISTAR	Intelligence, Surveillance, Target Acquisition and Reconnaissance
IQA	Internal Quality Assurance
JAG	Joint Air Group
JCAT	Joint Combat Assessment Team
JNCO	Junior Non Commission Officer
JHC	Joint Helicopter Command
KAF	Kandahar Airfield
LCR	Limited Combat Ready
LHAW	Low Height Audio Warning
LHS	Left Hand Side
LHTEC	Light Helicopter Turbine Engine Company
MAA	Military Aviation Authority
MAME	Military Aviation Medical Examiner
MAUM	Maximum All Up Mass
METAR	Meteorological Airfield Report

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MF700	Aircraft Logbook
MRGB	Main Rotor Gearbox
MIG	Materials Integrity Group
MiAAIB	Military Air Accident Investigation Branch
Mk	Mark
MLD	Medical Limited Deployment
MOD	Ministry of Defence
MRA	Main Rotor Actuator
MRH	Main Rotor Head
MWO	Maintenance Work Order
NAS	Naval Air Squadron
NASA	National Aeronautics and Space Administration
NHP	Non Handling Pilot
NSTR	Nothing Significant To Report
NTT	Notice to Terminate
OAT	Outside Air Temperature
OBA	Osprey Body Armour
OC	Officer Commanding
ODM	Operating Data Manual
ODH	Operational Duty Holder
OEF	Operation ENDURING FREEDOM
Op	Operation
OPCOM	Operational Command
OSPREY	Combat Body Armour
PAE	Principle Air Engineer
PAX	Passenger
PCAS	Primary Crash Alarm System
PCM	Post Crash Management
PCMIO	Post Crash Management Incident Officer
PDT	Pre Deployment Training
PJHQ	Permanent Joint Headquarters
PME	Periodic Medical Examination
PPE	Personal Protective Equipment
PT	Project Team
PVR	Permanent Voluntary Release
QA	Quality Assurance
QCC	Qualifications, Checks and Currencies
QFI	Qualified Flying Instructor
QHI	Qualified Helicopter Instructor
QOR	Quality Occurrence Report
QST	Quality Support Team
QRF	Quick Reaction Force
QRF	Quick Release Fitting
RADALT	Radar Altimeter
RAF	Royal Air Force
RAF CAM	Royal Air Force Centre of Aviation Medicine
REME	Royal Electrical and Mechanical Engineers
RHS	Right Hand Side
RoD	Rate of Descent
RTS	Release to Service
RW	Rotary Wing
RWTES	Rotary Wing Test and Evaluation Squadron
SAE	Senior Air Engineer
SBU	Spring Bias Unit
SDR	Substantiation Data Report

SE	Survival Equipment
SUAC	Specialist User Air Controller
SFI	Senior Flying Instructor
SHE	Safety Health and Environment
SI	Service Inquiry
SOE	Safe Operating Environment
SOP	Standard Operating Procedure
SQEP	Suitably Qualified and Experienced Personnel
SQN	Squadron
STARS	Squadron Training and Achievement Recording System
TAF	Terminal Aerodrome Forecast
TF	Task Force
TFAA	Task Force Air Advisor
TFS	Technical Flight Servicing
TRGB	Tail Rotor Gearbox
TOR	Terms of Reference
TRB	Tail Rotor Blade
TRDS	Tail Rotor Drive Shaft
TFT	Theatre Familiarisation Training
TTP	Tactics, Techniques and Procedures
UBACS	Under Body Armour Combat Shirt
UOR	Urgent Operational Requirement
UK	United Kingdom
UKMLFS	UK Military Low Flying System
US	United States
VAHS	Vector Aerospace Helicopter Services
VI	Vehicle Interdiction
WO2	Warrant Officer Second Class
WSO	Weapons Systems Officer